

Rain tonight and Friday.  
Fresh easterly winds.

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## CULBERSON TO THE DEFENSE OF HIS STATE

Senator Denounces as Unjust Criticism Hurlled Upon People of Brownsville Resulting From Action Against Troops.

With a defense of the people of Brownsville and of Texas who, he declared, have been unjustly assailed, Senator Culberson in a speech in the Senate this afternoon presented the Brownsville affair of last August in a somewhat new light. When the incident first came before the Senate he said he had been disposed to keep silent. But great injustice had been done to the people of his State and particularly to the citizens of Brownsville in certain quarters,

## Graft on Canal! Engineer Says It Is Enormous

Ohioan Says Engines Are Never Fired—Will Cost Over Billion.

FINDLAY, Ohio, Jan. 3.—Oliver W. Sager, an engineer in Panama, writes home that graft is omnipresent on the Isthmus, and that before the United States is through the cost of the "big ditch" will be fully a billion and a half dollars.

He declares that enormous amounts are expended for engines that are never used and that he has seen hundreds of these engines standing on the tracks that have never been "fired up" after delivery.

## Fear Lynching of Young Hill in Georgia Town

Atlanta Lawyer Wounds Doctor After Attack by the Latter.

LA GRANGE, Ga., Jan. 3.—Threats of lynching Harvey Hill, of Atlanta, a prominent young attorney, are heard here today as the result of his shooting and fatally wounding Dr. Frank M. Ridley, Jr., at a wedding yesterday afternoon.

The wedding was that of Miss Elsie Ridley, a cousin of the wounded man. The shooting grew out of the attention paid Ridley's sister, Miss Mary. It is said the young people became engaged despite the wishes of their parents, and the girl's father forbade Hill to see her.

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## FAILURES IN 1906 FEWEST IN 23 YEARS

There were 9,384 failures reported to Bradstreet's for the full calendar year 1906, a decrease of 8 per cent from year 1905, of 2.6 per cent from 1904, and to this extent the smallest total of failures reported in any year by Bradstreet's since 1883. Liabilities, swollen by a few large bank suspensions, due not to structural weakness in that line, but mainly to isolated distresses, prices, aggregated \$125,827,967, an increase of 1.6 per cent over 1905. Only three of the past ten years show smaller liabilities than did 1906.

## THE WEATHER REPORT.

General rains may be expected tonight and Friday in the East and South as a result of the eastward drift of the low pressure trough now over the interior, and the rain may change to snow in the lower lake region.

It will be warmer in the Atlantic States, and will be colder Friday in the lower lake region, the Ohio valley and the east Gulf States.

Steamers departing today for European ports will have fresh northeast to east winds, with unsettled weather to the Grand Banks.

TEMPERATURE.  
3 a. m. .... 42  
12 noon. .... 43  
1 p. m. .... 45

DOWN-TOWN TEMPERATURE.  
(Registered Aikoff's Standard Thermometer.)  
9 a. m. .... 47  
12 noon. .... 48  
1 p. m. .... 49

SUN TABLE.  
Sun sets today ..... 4:50 p. m.  
Sun rises tomorrow ..... 7:19 a. m.

TIDE TABLE.  
High tide today ..... 10:40 p. m.  
Low tide today ..... 11:25 p. m.  
High tide tomorrow ..... 11:25 p. m.  
Low tide tomorrow ..... 5:25 a. m., 5:33 p. m.

HARPERS FERRY, W. VA., Jan. 3.—Both rivers clear.

## Corey Loses \$100,000 Job On Miss Gilman's Account



MISS MABELLE GILMAN, Actress Credited With Causing Corey's Downfall.

## Wall Street Hears Rumor Of Expulsion

Schwab Said to Be Behind Deal to Depose Pittsburgher.

NEW YORK, Jan. 3.—Wall Street today heard that William E. Corey, president of the United States Steel Company, will probably lose his position with its accompanying salary of \$100,000 a year as the result of his infatuation for Mabelle Gilman, the actress.

The report in the street today was that Corey has already been deposed. A similar rumor was about a Pittsburgher, Alva C. Dinkley, head of the Carnegie Steel Company of Pittsburgh, is spoken of as Corey's successor.

Charles M. Schwab is credited with having led the movement to do away with Corey as head of the Steel trust. Mr. Schwab has bitterly resented the popularity Corey has brought on himself by his attentions to Miss Gilman, finally resulting in Corey's wife securing a divorce.

## FAIRBANKS' COUSIN STIRS UP SOCIETY

Unexpectedly Marries the Daughter of Wealthy Merchant.

PHILADELPHIA, Jan. 3.—A furor was created in social circles here by the announcement of the marriage of Herbert S. Fairbanks, a first cousin of the Vice President of the United States, and Miss May O'Neill, daughter of a wealthy New York merchant.

Fairbanks was chief clerk of the law office of Wiedeman & Fairbanks in this city, until last Saturday, when he asked for two weeks' vacation. Howard Fairbanks, brother of the bridegroom, accused, thinking his brother was going to his old home, in Massachusetts, over New Year Day. When he learned of the marriage he immediately wired his congratulations and extended the vacation to allow his brother a longer honeymoon. He was delighted with the new member of the family and said he admired his brother's taste, as a finer girl than the new Mrs. Fairbanks never lived.

## AGED GEN. BELL HAS PASSED AWAY

Unusual honor was conferred during his long military service upon Brig. Gen. Bell, U. S. A., retired, who died yesterday at his home, 1915 G street northwest. Four times the army officer was breveted, each time for "faithful and meritorious services during the war of the rebellion," being raised through the different grades from captain to brigadier general, when he was placed on the retired list.

Death came to the aged war veteran after only a few days' serious illness. He had been declining in health for some time, owing to old age, having recently passed into his eightieth year. The body will be taken Saturday morning to Hagerstown, Md., the early home of General Bell, where interment will be made with brief private services at the grave.

Brief services will be held privately at the home of General Bell at 4 o'clock tomorrow, the Rev. Dr. Bailey, pastor of the First Presbyterian Church, officiating. The body will be taken Saturday morning to Hagerstown, Md., the early home of General Bell, where interment will be made with brief private services at the grave.

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WILLIAM E. COREY, President United States Steel Corporation.

## War With Japan In Five Years; London Belief

LONDON, Jan. 3.—The London Times today contains a sensational dispatch from its San Francisco correspondent who asserts that the Japanese situation there is so serious that it may develop war with Japan unless California adopts President Roosevelt's policy and agrees to ameliorate conditions which tend to exasperate Japan. The correspondent says:

"That there will be war between the United States and Japan within five years, and that perhaps war will come in a few months, is the ineradicable opinion of the average Californian. He has made up his mind; he has come to the conclusion that Japan desires the Philippines and Hawaii and that only an unsatisfactory financial position prevents her from striking an immediate blow."

"When she is ready," he says, "Japan will find some pretext for war, and in the meantime she has entered upon a campaign designed to keep her people in a state of mind hostile toward the United States."

The Times, being the defender of, and apologist for the Tory government which drafted the Anglo-Japanese treaty, the Times correspondent, of course, throws on America the blame of the California situation and declares the Californians do not like the Japanese because the latter are smarter business men, and beat the Americans at their own game.

According to the Times many California industries would be ruined by the withdrawal of the Japanese. The correspondent concludes by saying that the situation has become very serious, that it is now race against race, and that the people of California have decided there must be war.

## WANTS TO MODIFY JAPANESE TREATY

Mr. Gearin, of Oregon, gave notice in the Senate today that on Monday he would call up his resolution, advocating a modification of the treaty with Japan, so that Japanese laborers can be excluded from the United States.

## MYSTERY IN SUICIDE OF HARVARD TEACHER

BOSTON, Jan. 3.—No reason is assigned for the suicide of Walter Dana Swan, an instructor in the Harvard architectural school, who shot himself over the heart last night, and died in the hospital at 1:30 this morning. He was found lying on the ground in Belmont, with the smoking revolver in his hand. Swan was thirty years of age, and had a wife and two children. He has been connected with the Harvard faculty since 1897.

MRS. W. E. COREY, Woman Who Obtained Divorce From the Steel Man.

## WRECK INQUIRY BY CONGRESS, ASKS MORRELL

Pennsylvania Member Offers Resolution in the House.

A thorough investigation by Congress of the causes of the wreck at Terra Cotta is provided in a resolution introduced in the House today by Representative Morrell of Pennsylvania.

Mr. Morrell's resolution provides that a special committee of five members of the House shall investigate all the phases of the Terra Cotta wreck and other wrecks throughout the country, and, from the facts obtained, to recommend a bill for passage by Congress giving the Interstate Commerce Commission ironclad control of the railroads, so far as precautions against wrecks are concerned.

To carry out the provisions of the resolution, \$20,000 is appropriated. The preamble of the resolution is as follows:

"Whereas the number of recent wrecks upon railroads resulting in several instances, in appalling loss of life and injuries to great numbers, has shocked the entire country; and whereas it is the belief of many that these accidents are the result of overworked employees and other conditions which could have been avoided; therefore, the resolution which gives the special committee power to subpoena witnesses, take testimony, and compel the production of books and papers."

## MAY BROADEN COMMISSION'S INVESTIGATION

The agents of the Interstate Commerce Commission are busy today serving summonses upon trainmen and other employees, and upon executive officials of the Baltimore and Ohio and Southern railroads, commanding their attendance tomorrow at the investigation of recent wrecks.

It was said at the commission's office this morning that some other recent disasters on the railroads might be taken into the realm of the inquiry, and the great wreck on the Rock Island near Topeka yesterday is likely to be one of those subjected to dissection.

Aim at Officials.  
It is not yet certain which members of the commission will sit at tomorrow's hearing on the accidents, because of the necessity of having the fullest attendance possible at the initial session, in New York, of the Harriman investigation. Commissioners Clements and Harlan have been expected to remain here, but there may be a change in this program.

The wreck and block signal investigation is going to be aimed at the methods of the responsible railroad officials as well as at the charges against employees. It is proposed to know whether in fact the block signal system has been worse than useless.

Systems Worthless.  
President Hill, of the Great Northern, recently indicated to a member of the Presidential Cabinet that this was the case, and his statement has aroused new interest as well as some amazement.

The working hours of employees, especially of men who work at telegraph keys, dispatchers' desks, in signal towers and on the trains, will be inquired into with great detail, not only as to the men concerned in these particular wrecks, but as to general conduct of these matters.

## WHAT CORONER SEEKS TO KNOW

What Delayed the Relief Train?  
Who Ordered Dead Removed?

## NO QUARTER IN WRECK INQUIRY FOR B. & O. MEN

Second Day of Inquiry Into Terra Cotta Wreck Shows Road Gave Victims Only Second Thought.

Inquiry as to the cause of and responsibility for the frightful catastrophe on the Baltimore and Ohio railroad at Terra Cotta on Sunday, was resumed by Coroner Nevitt in the "Firefighter" headquarters this morning shortly before 11 o'clock.

Coroner Nevitt wielded the probe as never before during his term of office and allowed the Baltimore and Ohio officials no quarter. They made evasive replies to his queries, repeated their answers time and again, and moved nervously on the witness stand, but the fusillade of questions was kept up by Dr. Nevitt until he got the reply which he knew to be correct.

What Dr. Nevitt wanted to know was why the relief train was delayed at University for thirteen minutes and a passenger train was allowed to pass it on the way to Terra Cotta, and why the Baltimore and Ohio officials took it upon themselves to arrange for the removal of the dead before he had seen the bodies.

### SHIFT RESPONSIBILITY.

Responsibility for these two occurrences was shifted by one witness to another.

Coroner Nevitt finally became exasperated and said to the jury: "I went to the Baltimore and Ohio station immediately after hearing of the wreck and asked how I could get to Terra Cotta. A man named Robey said he did not know, unless I went in an ambulance or patrol wagon. That was all the satisfaction I, the Coroner, could get at the station and finally I ordered a relief train sent out by the railroad and after some delay the train was started."

Who let the passenger train pass the relief train was not learned.

What occasioned the delay in starting the relief train is unknown. Commissioners Macfarland and West were present again today and suggested many questions for Dr. Nevitt to ask. James M. Watson and L. M. Walter, of the Interstate Commerce Commission; Assistant District Attorneys Turner and Proctor, and many other attorneys were present.

### INQUEST LAGGING.

The inquest lagged and dragged on listlessly until after noon. Three witnesses were called but did not answer. They were Eggleston, Kelly, and McCauley. They will probably answer this afternoon.

Assistant Trainmaster J. T. Carr went on the stand when the hearing was resumed today. He was a difficult witness for the Coroner. He appeared nervous and excited and could tell but little other than what he found in dispatches sent by himself and others.

Carr had to be relieved by Train Dispatcher Dent, who was called for the purpose of making some elucidations regarding the delay and presumption of authority to move the dead. Little was learned from him. The crowd of spectators was much smaller than yesterday, and there was breathing space in the little room.

## HOFFMIER ASKS FOR RELEASE FROM CUSTODY

Conductor of Terra Cotta Train Files Petition for Writ of Habeas Corpus.

Frank P. Hoffmier, the conductor of one of the Baltimore and Ohio trains which collided at Terra Cotta on the night of December 30, causing the death of many people, today filed a petition in the District Supreme Court asking that he be released from custody on habeas corpus proceedings.

Mr. Hoffmier is represented by Attorney Henry E. Davis and says that he was arrested without warrant of law, without any charge being preferred against him on the night of the accident and has since been deprived of his liberty.

He says that Coroner Nevitt is now conducting an investigation as to the circumstances surrounding the death of one King, who was killed in the wreck.

According to Coroner Nevitt's statement, he says, the investigation will continue for several days and says he would naturally be held in custody for that time. Being held without a warrant and without a charge being preferred against him, Mr. Hoffmier says he is being illegally imprisoned and asks the court to issue an order directing his release.

The matter comes up for hearing before Justice Barnard this afternoon.

A writ was served on Coroner Nevitt at 2 o'clock this afternoon to appear in court with Conductor Hoffmier at 3 o'clock.

### Doctors Are Ordered.

He read a telegram signed by O. H. Hobbs, superintendent of the Baltimore division of the road. It was: "Get all the doctors you can and rush them special to Terra Cotta; 66 is wrecked and passengers hurt." The time of the dispatch was 6:48 o'clock Sunday night.

Witness read another dispatch in which he was ordered to take an operator and linemen to Terra Cotta in order to establish telegraphic communication.

"I went to the Baltimore and Ohio station and found Mr. Robey had a relief train already made up. I don't know what time the train left the station. We had nine doctors and a number of assistants. We arrived about 7:35. We left at 8:40 and arrived at the station at 9:15. Meanwhile, I had telegraphed to Mr. Robey from Terra Cotta to get every doctor, ambulance, and wagon he could, and rush them out to Terra Cotta."

Consulting a sheet, Mr. Carr found that the relief train left the station at 7:30 and arrived at University at 7:59. Terra Cotta was reached at 7:55. Witness then told of making his first report at 9:02 o'clock. In it he said: "Number of dead men on engine, 28; I understand five of the injured have since died, swelling the total to 33."

Met the Engine.  
"Did you meet the engine of 66 and one or two coaches at Terra Cotta as you were going to the scene of the wreck?"

"I met the engine and cars about thirty yards this side of Terra Cotta. By what authority, official or moral, did that engineer come to Washington?"

"He was running on his schedule. 'Irrespective of the wreck and the fact that the cars might have been used to bring the dead and injured to the city?'"

"If we had kept those cars there and banded the injured into them before the arrival of the doctors and stimulants more of them would have died." Coroner Nevitt has information that one injured man was brought to the city on the cars which could have carried 100 or more.

"Why did you summon those wagons and ambulances?"

"To carry away the dead."

"Ever hear of a body being moved from a track before the Coroner had seen it?"

"No sir."

Witness then said he ordered the wagons to have them ready when the Coroner permitted.

Mr. Carr read several reports, in which the extent of damages and stimulants more of them would have died. One dispatch contained the information that the Engineer, Nagle, of 66, said: "We were struck as soon as we stopped at Terra Cotta."

Engineer Hildebrand and Conductor Hoffmier said: "We got a double green signal at Silver Springs. There was no signal at Terra Cotta."